

THE NEW VICTORIA CAFE
THE HOUSE FOR GOOD EATS
 Tiffins and Dinners
 (Menu and A La Carte)
 at all hours.
 Bakers and Confectioners
 Cakes made for parties etc.
 Tel 2097.
 24, Des Voeux Road

Hughes & Hough

COAL CONTRACTORS
General Brokers.

PUBLIC AUCTIONS

THE Underigned have received instructions to sell by Public Auction, property of Bankrupt Estate, in Liquidation and others on

THURSDAY,
May 4, 1922, at 11 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

VALUABLE JEWELLERY

Comprising—
Diamond and Gem Rings, Pearl Pins,
Bracelets and Pendants, Diamond
mounted and Gold Bracelet Watches,
Gold Cigarette Case, Half Sovereign
mounted Bracelets, Pearl and Opal
Button Sets, Brooches, etc., etc.
On view afternoon 3rd May.

TERMS:—Cash on delivery.

HUGHES & HOUGH
Auctioneers.

Hongkong, April 25, 1922.

INTIMATIONS.

HONGKONG JOCKEY CLUB.

THE second Gymkhana Meeting will be held (weather permitting) at Happy Valley on SATURDAY, May 5th commencing at 2 p.m.
The Charge for admission will be \$1 for others than Members of the Hongkong Jockey Club.
Soldiers and Sailors in uniform half price.
The Stewards invite the Ladies of Hongkong to be present.
Hongkong, April 25, 1922.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Forty-first Ordinary General Meeting of Shareholders will be held at the Office of the undersigned on FRIDAY, the 19th May 1922, at Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended the 31st December 1921.
The Share Register and Transfer Books will be closed from the 3rd to the 18th May 1922, both days inclusive.
At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.

JARDINE MATHESON & CO., LTD.

General Agents.
Hongkong, April 25, 1922.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Forty-first Ordinary General Meeting of the Company will be held at the Office of the General Managers Messrs Jardine, Matheson & Co., Ltd., 10, 11 & 12, Des Voeux Road, Hongkong, on TUESDAY 2nd May 1922, at noon for the purpose of receiving the Report of the Directors, passing the accounts, and electing Directors and Auditors.
The Transfer Books of the Company will be closed from the 19th May to the 26th June both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, April 25, 1922.

DAVIS COMPANY, LTD.

I have to-day assumed charge of this Company's business in Hongkong.
G. H. CORSE JR.
Hongkong, May 1, 1922.

NOTICE.

We have this day removed our Office to the 2nd Floor of St. George's Building, Chater Road.
DE SOUSA & CO., LTD.
Hongkong, May 1, 1922.

AN APPEAL TO BRITONS IN CHINA.

100,000 DOLLARS
URGENTLY NEEDED
FOR

THE "ARETHUSA" TRAINING SHIP.

2,600 OLD BOYS HAVE
JOINED THE ROYAL NAVY
AND CAN THE MERCHANT
SERVICE.

THEIR MAJESTIES THE KING AND QUEEN.

H.M. THE PRINCE OF WALES.

THE PRINCE OF BATTENBERG.

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NOTICES.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Forty-ninth Ordinary Yearly Meeting of the Society will be held at its Head Office, Nos. 3 & 4, Queen's Building, Hongkong, on Friday, 12th May, 1922, at noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st December, 1921, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Society will be CLOSED from April 29th to May 12th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, April 21, 1922.

UNION INSURANCE SOCIETY ON CANTON LIMITED.

NOTICE TO SHAREHOLDERS.

The Extraordinary General Meeting called to alter the Articles of Association of the Society for the 12th day of May 1922 and the 9th day of June 1922 are postponed to a later date, notice of which will be given in due course. Dated this 28th day of April 1922.

By Order of the Directors,
C. MONTAGUE EDE,
General Manager.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Fifty-third Ordinary Yearly Meeting of the Company will be held at its Head Office, Queen's Building, Hongkong, on Friday, 12th May, 1922, at 12.30 p.m., for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st December, 1921, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from April 29th to May 12th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, April 21, 1922.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The Extraordinary General Meeting called to alter the Articles of Association of the Company for the 12th day of May 1922 and the 9th day of June 1922 are postponed to a later date, notice of which will be given in due course. Dated this 28th day of April 1922.

By Order of the Directors,
C. MONTAGUE EDE,
General Manager.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Fifty-sixth Ordinary Yearly Meeting of the Company will be held at its Head Office, Nos. 3 & 4, Queen's Building, Hongkong, on Friday, 12th May, 1922, at 12.30 p.m., for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st December, 1921, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from April 28th to May 12th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, April 21, 1922.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The Extraordinary General Meeting called to alter the Articles of Association of the Company for the 12th day of May 1922 and the 9th day of June 1922 are postponed to a later date, notice of which will be given in due course. Dated this 28th day of April 1922.

By Order of the Directors,
C. MONTAGUE EDE,
General Manager.

TAIYO & CO.

(JAPANESE)
BOOTS AND SHOES
MADE TO ORDER.
No. 11, Wyndham St.

Checkers, Drafts, etc. should be made payable to and sent to—

THE SHIPBUILDING WORKS & ARETHUSA TRAINING SHIP

344 Shaftesbury Avenue, London, W.C.2.

WANT ADVERTISEMENTS

25 WORDS & INSERTIONS, \$1. PREPAID.
Each additional word 4 Cents for 3 insertions.

WANTED.

Foreign Lady travelling wants to exchange postcards and pictures, with Ladies only No. 1374-c/o "China Mail."

WANTED—A Second hand "Harley Davidson" Side Car in good condition. Apply to "Silent" c/o "China Mail."

WANTED.—Competent male stenographer and typist in Merchants' office. Good prospects for suitable applicant. Apply Box 1374-c/o "China Mail."

SITUATION WANTED.—As Dresser or Timekeeper. Good references. Please apply B.C. c/o "China Mail."

FOR SALE.

FOR SALE.—One practically new Semi-Diesel, 175 H.P., 2 cylinders, 275 R.P.M., together with complete set of spare parts—In perfect running order. Can be seen on application to THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.

CONSULATS DE FRANCE.

ACCORDING to instructions from the Governor General of Indo-China all Asiatic passengers and crews of steamers entering ports of Indo-China are requested to furnish new precautionary requirements against the prevalence of plague and smallpox in the Colony.
For particulars apply at local French Consulate, Alexandra Buildings, Hongkong, May 2, 1922.

HONGKONG GENERAL CHAMBER OF COMMERCE CHINESE LANGUAGE SCHOOL.

A NEW CLASS FOR BEGINNERS will commence on MONDAY, 8th May, 1922, if sufficient support be forthcoming. Applicants for equipment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order,
D. K. BLAIR,
Secretary.

Hongkong, April 27, 1922.

NOTICE OF REMOVAL.

WE hereby give notice that from and after MONDAY the 1st May, 1922 our offices will be situated at No. 8, Des Voeux Road Central (2nd floor).
DENNIS & BOWLEY.
Hongkong, May 1, 1922.

NOTICE OF REMOVAL.

WE have this day removed our Office to No. 1 Des Voeux Road Central, above Messrs. Deacon, Looker, Deacon and Harston's office.
ARRATTON V. AP-AR & CO.
Hongkong, May 1, 1922.

TO LET.

TO LET.—FURNISHED FLAT in good locality, lower level. Apply to A.B.C. c/o Office of this paper.

TO LET.—One new big OFFICE ROOM in the Hongkong and Shanghai Banking Corporation new premises. Apply SANG KEE c/o Comptroller Department, Hongkong and Shanghai Bank.

FOR SALE.

ABSOLUTELY NEW.

- Two 80 BHP. Single Cylinder Bolidor Oil Engines. Revs. 235 per minute.
- Two 50 BHP. two Cylinder Bolidor Oil Engines direct connected to 25 KW. 115 Volt direct current (compound wound) dynamo complete with back of board field rheostat for each machine.
- Two oil fuel tanks capacity of each 20 tons.

Apply to Bolidors c/o "China Mail."

FRENCH LESSONS.

G. MOUSSEAU

15, Morrison Hill Road.

YOU

Want to know about Pioneer work.

MARRIED LOVE

By MARIE STOKES D.Sc. Ph.D. Published in 1918 and now in its 5th Edition, opened a flood-gate of knowledge: it has been followed and copied by many, but holds the leading place. It is short but packed with new truths and high ideals: it is written in clear lovely English.

READ IT

The author has special qualifications for this task. With high scientific attainments she combines literary skill, sympathetic insight, idealism, and more than common courage.

British Medical Journal.

G. P. PUTNAM'S SONS, LTD.

21 Bedford Street, Strand, London, W.C.2.

MARTIN'S
APIOL-STEEL
REUMATISM PILLS

A French Remedy for all rheumatic pains. It is a powerful anti-inflammatory and analgesic. It is the only remedy that gives permanent relief. It is the only remedy that is safe for the stomach. It is the only remedy that is safe for the kidneys. It is the only remedy that is safe for the heart. It is the only remedy that is safe for the lungs. It is the only remedy that is safe for the liver. It is the only remedy that is safe for the spleen. It is the only remedy that is safe for the pancreas. It is the only remedy that is safe for the gall bladder. It is the only remedy that is safe for the bladder. It is the only remedy that is safe for the rectum. It is the only remedy that is safe for the colon. It is the only remedy that is safe for the stomach. It is the only remedy that is safe for the intestines. It is the only remedy that is safe for the nervous system. It is the only remedy that is safe for the brain. It is the only remedy that is safe for the spinal cord. 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You will arise refreshed, full of vigour and energy, if you make it a habit of taking

WATSON'S Effervescent LIVER SALT.

It acts gently on the liver, kidneys and bowels, and eliminates from the system all impurities. It relieves the congested condition arising from sedentary occupations, overwork, errors of diet, etc., etc.

Price \$1.40 per bottle

Having Arisen

You may contemplate and enjoy a most refreshing and luxurious bath by using

WATSON'S Household AMMONIA.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY,
ESTABLISHED 1841.

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**AMERICAN
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THE MODEL ILLUSTRATED IS
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We Specialize in

Social and Business Stationery,
Loose Leaf Binders and Books,
Novelties for the Home and Office,
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INSPECTION SOLICITED

DER A. WING & CO.

60, Des Voeux Road, CENTRAL.

DEATH

THOMPSON.—On April 25, at
Shanghai, W. Leonard Thompson
(China and Japan Trading Co.)

ANNOUNCEMENT

Mrs. E. H. Sharp and Family,
desire to express their very sincere
appreciation and thanks for all the
sympathy and beautiful tokens of
friendship received from so many in
memory of her husband.

Great Bookham,
SURREY.

The China Mail.

PRINTED, PUBLISHED, AND
DISTRIBUTED BY THE CHINA MAIL,
HONGKONG, WEDNESDAY, MAY 3, 1922.

WHITE MAN'S BURDEN.

This phrase was coined to cover the load that we as a civilizing race used to feel ourselves as carrying. Now, the great majority of the world's inhabitants think of it as a reference to a burden we impose on them. Some of us feel this reproach as a burden we would fain remove, but we have no power. A minority of Galloper Smiths and Austen Chamberlains, supported by a horde of Morning Post, have stolen the government house and are ricing the empire to the devil. If we plead for morality in politics we are silenced with scornful epithets, the only form of argument that Demos now considers. The idea that common sense and morality do actually march is not grasped. Our "statesmen"—for want of a better name—do not agree with an adversary quickly while he is in the way with them, because that is in the

time is almost at hand for a White Man's Burden in China. We hear whispers in the little breezes that temper our new hot season. The only reason that China escapes the full yoke is that there are so many willing burden bearers, who do not yet trust each other. That again is the voice of the unpatriotic crank who "loves every country but his own." Let us turn to Fyfe's gain. "It is not the mass of the British people who feel thus; it is but a small fraction of that part of the nation which inhabits Great Britain, and this fraction, it should be noted, professes just as much contempt for the bulk of its fellow citizens at home as it pours upon subject-races overseas. The advocates of machine-gunnery as the remedy for discontent in India and Egypt are advocates also of 'teaching the working-man the lesson of his life.' The abuse they heap upon agitators among 'the natives' is not more virulent than their denunciation of Labour leaders in England. It seems impossible that men so little representative of the nation should decide national policy; yet they have influenced events disastrously so far. Politicians are afraid to answer them boldly. No responsible Minister will say honestly in public (whatever he may say to his friends): 'We have got to justify our continuing to take part in the government of countries such as India and Egypt by showing that we are wanted. It is no use to plead that we govern ably, that the people are better off, that we give them justice. If we are not wanted, then we shall have to go. That is the principle we have always taken as our guide when we had to judge between subject and dominant races in Europe. We have held until lately that it was better for a people to be free, even if they governed themselves badly, than to be well governed and in tutelage. We have experimented with materialism in Europe these last three years, and what has it brought us to? We have given narrow nationalism a trial; we have attempted to enforce the short-sighted policy of 'an eye for an eye and a tooth for a tooth.' We have deliberately set goodwill on one side and applied ourselves to show that forgiveness, clemency, generosity, comradeship, are merely the visions of idealists, useless for practical purposes in a hard, business-like world. Now after three years it is being admitted that it was the idealists who propounded the practical programme, that business would have prospered more under their guidance than it has under the blighting leadership of materially-minded men. Generosity, it has been proved, is like honesty, not alone the nobler course, but the better policy. It is more paying than revenge, and now we are struggling to undo all that the materialists have done of folly and damage because they were too spiritually blind to see what the effects of their calculated cold-heartedness was certain to be."

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HOUSE COLLAPSE.

POLICE COURT SEQUEL.

MANSLAUGHTER ALLEGED.

A sequel to the recent collapse of a house in course of demolition at the corner of Graham Street and Gage Street was the appearance before Mr. J. A. Fraser at the Police Court to-day of four contractors and contractors' assistants on a charge of manslaughter. It is alleged against them that their failure to take proper precautions led to the death of a coolie woman who was crushed by the falling debris. Three other women were injured.

For the defendants, whose names are Chan Chik, Chan Mow, Chan Sam, and Wu hit, Mr. A. E. Hall appeared. He asked for a week's remand and bail and the Magistrate said that as this was a serious case he could not grant lower bail than \$1,000 for Chan Chik (the chief contractor) and \$500 for each of the other. The hearing of the charge was adjourned for a week.

CANTON FORCES.

NEW NAVAL COMMANDERS APPOINTED.

Since the entire control of the Navy has been taken over by the President, a number of naval officers have been dismissed for insubordination reports the *Canton Times*. To fill the vacancies the President has issued a mandate appointing the following new naval officers: Wu Chi-chin, Commander of C. S. Hainan; Wen Hsin-tai, Commander of C. S. Haichang; Ting Pu-hung, Commander of C. S. Yungshiang; Feng Shao-chang, Commander of C. S. Yungfeng; and Chu Kwei-chang, Commander of C. S. Teo-yu.

GENERAL CHEN.

General Chen Chung-ming, Minister of War, has been mentioned by President Sun Yat-sen to lead the First Army of the Northern Expedition. According to the *Canton Times*, it is now reliably reported that the General recently sent his personal representative to interview the President. The representative expressed Chen's intention to leave his home village for Canton soon to take command of the Northern Expedition.

SECOND DIVISION

The Second Division of the Cantonese Army has been instructed by President Sun Yat-sen to proceed for Sinkwan. It is reported that the Headquarters of this division have been established in Sinkwan, Tai Wing-fan, Chief of Staff to the Commander will be in charge of the division during the absence of General Hsing Shao-lin, Commander of the division.

LOCAL AND GENERAL

Twenty and fifty cent notes are now circulating in Canton.

Convicts are working on an agricultural experiment station recently established in the Hoiping district.

Someone stole a hundred fathoms of rope worth three times that number of dollars from the s.s. "Hwai Hsin" yesterday.

The Hongkong polo team which is visiting Manila has won one match and lost two in the three matches so far played.

"One Hour Before Dawn," a strong mystery drama with H. B. Warner playing the leading role, forms the principal attraction at the Kowloon Theatre this evening.

A detachment of the Second Canton Army has been ordered to assist the Shanghai authorities in seeking the robbers who held up the Canton local train on Saturday.

Mr. Frank W. Lee, Canton Commissioner for Foreign Affairs, assumed his new office as Chinese Superintendent of Maritime Customs on Monday. It is reported that no changes will be made in the service.

TRY ONE AFTER DINNER.

If you are troubled with flatulency, indigestion, dyspepsia, constipation, biliousness, sick headache, etc., etc., after eating just take one Pinkettes after the principal meal daily for a few days and see how effectively they remedy these conditions.

PINKETTES

Pinkettes gently stimulate the liver, digestion, dispel constipation, biliousness, sick headache, etc., etc., after eating just take one Pinkettes after the principal meal daily for a few days and see how effectively they remedy these conditions.

SPECIAL CABLE.

PRINCE'S TOUR.

BRITISH NORTH BORNEO VISIT.

[China Mail Special.]

SINGAPORE, May 2.
After visiting Manila, the Prince goes to Labuan on May 17, Jesselton on May 18, Brunei on May 19, Penang on May 24, and then homewards.

SHANGHAI RACES.

SPRING MEETING.

SECOND DAY'S RESULTS.

Following are the results of yesterday's racing in connection with the Shanghai Spring Meeting. Rain fell heavily late on Monday, and the track was very soggy yesterday. As on the first day, the attendance was good. For the Derby, The Knut, Hilo and Aintree are favourites.

THE CUR-KAZA CUP.—Distance: Three quarters of a mile.
Me tra Winsome & Hasty's The Hawk..... (Mr. Hill) 1
Mr. Henry Morris's Pennyfield..... (Mr. Heard) 2
Mr. Day's Common Land..... (Mr. Dallas) 3

Time: 1min. 30.2-5secs.
TAX RACE CUP.—Distance: Two miles.
Mr. Henry Morris's Letchfield..... (Mr. Heard) 1
Mr. Wm. McBain's Nationalist..... (Mr. Knoll) 2
Mr. Cemos' Crowborough..... (Mr. Springfield) 3

Time: 4mins. 22secs.
THE SHANGHAI DERBY.—Distance: One and a half miles.
Messrs. Fay & Seth's Christmas Card..... (Mr. Heard) 1
Mr. Allan's Indiana..... (Mr. Knoll) 2
Mr. Allan's Colorado..... (Mr. Vids) 3

Time: 2mins. 16.2-5secs.
TAX SICCATEV CUP.—Distance: One and a quarter miles.
Mr. Day's Shenkaland..... (Mr. Dallas) 1
Mr. Belinda's Tyneville..... (Mr. Brand) 2
Mr. Nugget's Pilgrim (Mr. Harper) 3

Time: 2mins. 44secs.
THE GRAND STAND STAKES.—Distance: One mile and a quarter.
Mr. Toeg's Zenda..... (Mr. Slep) 1
Mr. R. E. Sesson's Flying Fox..... (Mr. Knoll) 2
Capt. Bannison's Northbury (Mr. Moller) 3

Time: 2mins. 40.4-5secs.
THE CHINESE CUP AND SHANGHAI STAKES.—Distance: One mile and a half.
Mr. Campox' Old Bill..... (Mr. Springfield) 1
"Hellenic's" Ajax..... (Mr. Knoll) 2
Mr. Day's Trustland..... (Mr. Dallas) 3

Time: 3mins. 11.4-5secs.
THE SPRING CUP.—Distance: One mile and a quarter.
"Hellenic's" Adonis..... (Mr. A. N. Dallas) 1
Messrs. N. L. Sparks & D. Brand's Wild West..... (Mr. Knoll) 2
Mrs. Isabel Moller's Farmlight..... (Mr. Moller) 3

Time: 2mins. 41.2-5secs.
THE SCURRY STAKES.—Distance: Seven furlongs.
Mr. Risk's Assurance..... (Mr. Harker) 1
Messrs. Stephen and Stitt's Grey Bowler..... (Mr. Brand) 2
"Omekrik's" Carbon..... (Mr. Moller) 3

Time: 1min. 49.1-5secs.
THE TENTH PLATE.—Distance: One mile and a quarter.
Messrs. Fay & Seth's Christmas Gift..... (Mr. Heard) 1
Mr. Wm. McBain's Fullhouse..... (Mr. Brand) 2
Mr. Joroni's Scorpiana (Mr. Harper) 3

Time: 2mins. 41.1-5secs.
THE PRINCE CUP.—Distance: One mile.
Mr. Wing's Beeswing..... (Mr. Knoll) 1
Messrs. Winsome and Hasty's Perigee..... (Mr. Hill) 2
Mr. Cemos' Crowborough (Mr. Springfield) 3

Time: 2mins. 6.1-5secs.
Henry the Eighth's win in the first race on Monday when he broke the track record for nine furlongs, was a surprise. He paid the handsome dividend of \$790 to his eleven lucky backers. Sleep was the jockey. In the Criterion Stakes, Old Bill (Springfield) won comfortably. Shenkaland was second, while three ponies tied for third place, for the first time in 15 years. The attendance was a record—ones in the morning. Slight rain came down after tea.

Command Quiders state that Lieut. Col. B. M. Cross, R.A., General Staff Officer (2) is permitted to retire on retired pay, with effect from to-day. Capt. and Bt. Major R. B. Young, G.S.O. (3) will carry out the duties of G.S.O. (2) pending the arrival of a relief for Lieut. Col. Cross, and Lieut. H. R. Donovan, R. G. A., will temporarily be G.S.O. (3).

AVOWED SPIES.

JAILED HERE FOR CARRYING REVOLVERS.

The four Swatow Chinese who were arrested on the "Amakusa Maru" on April 19 on a charge of having been concerned in a robbery on a Chinese bank in Swatow were again brought before Magistrate Lindsell yesterday afternoon.

All four men were charged with the possession of a quantity of silver dollars, and two of them were further charged with the unlawful possession of fully loaded revolvers.

Owing to the lack of evidence yesterday, the charge of possession of stolen property was dropped and two of the defendants were discharged. The arms case was then heard against the other two.

Sub-Inspector Shannon, who spoke as to the defendants' arrest, said he had carefully examined the revolvers and found they had recently been used. The safety catches on both weapons were not in use when they were found. Mr. F. X. D'Almada who conducted the defence, pointed out that these men were the unfortunate victims of a crime in which they had no hand. On receipt of a telegram from Swatow the Police searched the "Amakusa Maru" and the revolvers were found in their possession. As a matter of fact, the men were officers in the employ of a foreign government and they were returning from a mission of investigation in the Kansu Province via Amoy to Canton. At the time of the robbery at Swatow they were on the high seas. The defendants were quite prepared to enter the witness box.

Both defendants attempted to prove that they were spies in the employ of General Li Lit-kwan, of the Cantonese Army.

Questioned by the Magistrate, the first defendant, who claimed to be a petty officer, said that he went to Kansu to investigate the position there because General Li Lit-kwan was going to lead his army into Kansu. He travelled overland back to Amoy. He did not always keep the magazine in his revolver, and it was not in when the revolver was found. He had never had occasion to use the weapon and if the police said that it had recently been fired, he was at a loss to explain the matter.

The second defendant gave similar evidence. He added that the mission of investigation was a political one. He carried the revolver in case of discovery, as he was liable to be shot by the soldiers there.

Mr. D'Almada then pointed out that the idea of the Arms Ordinance was not to charge persons in possession of arms passing through the Colony. It was intended for persons intending to stop in the Colony.

The Magistrate did not agree, and then addressing the defendants said: I propose to send you both on another mission: it will not be similar to General Li Lit-kwan's mission. It will be a mission of investigation of the conditions of hard labour. Six months' each.

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OBITUARY.

THE HON. MR. LAU CHU PAK.

SUDDEN DEATH THIS AFTERNOON.

USEFUL CAREER ENDED.

Sudden death deprived the Colony of one of its best known and best liked Chinese residents this afternoon when the Hon. Mr. Lau Chu-pak, senior Chinese unofficial member of the Legislative Council and Chairman of the Chinese General Chamber of Commerce, passed away at 12.30 as the result of internal troubles which several doctors have hitherto failed to diagnose. The charm of his genial personality won him a wide circle of friends to whom the news of his death will come as a shock and a blow. Many of the Colony's public affairs will be greatly missed the advice and assistance he was ever ready to give.

Mr. Lau Chu-pak was an ardent in his usual health on Monday. He was at the office all day, and at 6 p.m. attended the To Yuen Hotel tea party in honour of Mr. Ho-Kom-tong, presiding and making the farewell speech to the guest. At this party he complained of slight chest trouble, remarking that he had now been bothered with this complaint for some time.

Nevertheless he was in his usual high spirits. He drove home in a motor car joking with characteristic lightness all the way. Although feeling slightly worse at seven o'clock he went down to dinner, but after the meal had scarcely begun was compelled to retire to his room. During the night he suffered many sharp attacks of chest trouble and in consequence had practically no sleep.

Early in the morning he summoned Dr. Ma Luk, his family physician, who called in Dr. Allen in consultation. As neither could determine the nature of Mr. Lau Chu-pak's complaint, Dr. Strahan was also called in, but still the illness could not be diagnosed. The doctors advised Mr. Lau Chu-pak to enter hospital, but he preferred to remain in his home. At 1.30 p.m. Dr. Balean was summoned, but he also was unable to do anything for the patient.

In the evening Mr. Lau Chu-pak's condition became worse, and Professor Digby, of the Hong Kong University, was called and he invoked the further assistance of Dr. McKenny, of the Government Civil Hospital. Mr. Lau Chu-pak was again advised to enter hospital but once more he declined. His condition was now very critical, and it was explained to him that the only thing that could possibly save him was an immediate operation, which, however, would be very severe and would give only a two per cent. chance of recovery. Mr. Lau Chu-pak declined.

Half an hour before his death at 12.30 p.m. today, Mr. Lau Chu-pak was still fully conscious, unaware of course that the end, which his family was now expecting, was fast approaching. When he saw members of his family weeping he comforted them with a brave smile. About 11.30 Mr. Ho Kom-tong, who sailed later in the day for America, called to say goodbye. Mr. Lau Chu-pak shook hands with his friend and wished him bon voyage, this in spite of the great pain he was now suffering. The Hon. Mr. E. R. Haffar, who called on behalf of H.E. the Governor and himself to inquire regarding Mr. Lau Chu-pak's health arrived a few moments before death and was present at the bedside when death took place.

Speaking to a China Mail reporter this afternoon, Mr. R. H. Kotewall, a close friend of the deceased and who was with him to the last, said that he thought the strike had undermined Mr. Lau Chu-pak's health. Of course, he had never taken much notice of the threats made against him, but he was very worried over the whole matter. It was during the strike that his chest trouble became acute.

MR. LAU CHU PAK'S CAREER.

THIRTY YEARS' PUBLIC LIFE.

A few weeks ago Mr. Lau Chu-pak decided to resign his seat on the Legislative Council and had already sent an intimation to the Government to that effect. His reason for this decision he explained at the time, was that he had already given 30 years of his life to public service, having been a member of every Chinese committee formed during that time. He was now "getting old," he said, and could not advantageously continue his activities. What he required now was a rest and some time to call his own, which he could truthfully say he had not had for the past 30 years. In fact, almost all that time had been given to public

duties and even to the attention of his own business he had had to give secondary consideration. He had already served one term of six years on the Council—his first appointment having been in 1914—and had just completed half of his second term, which under the new order was for four years, on March 1 this year, and in view of the call on his time as Chairman of the Chinese General Chamber of Commerce and of the Prince of Wales Chinese Committee, he hoped that the Government would see its way to relieve him from further service.

Born in Hongkong on June 5, 1867, Mr. Lau Chu-pak was educated at the Government Central School (now Queen's College), and in 1885 was appointed first clerk of the Hongkong Observatory. Three years later he became a cadet to the West Point Cadet School, and on the following year was appointed Senior Anglo-Chinese master of Formosa Government College. He started business for himself as a tea merchant in 1890, and in 1893 became first Chinese assistant and comprador of Messrs. A. S. Watson & Co., which latter post he still holds. Mr. Lau's most busy year was 1897 when he was appointed member of the directorate of the Tung Wah Hospital; member of the committee of the Society for the Protection of Women and Children; member of the Hongkong Sanitary Board; member of the District Watchmen Committee; honorary secretary of the Ellis Kadoorie Chinese School's Society; and member of the Executive Committee of the Tung Wah District Hospital; in all of which he held office until his death. Mr. Lau also took a leading part in the establishment of the Plague Hospital for Chinese; the Ellis Kadoorie Chinese School's Society in Hongkong and China; the Blake Commemorative Fund; and the Chinese Commercial Union. This was by no means all of his activities for more recently he became one of the founders of the Hongkong Mercantile Co.; Chairman of the Chinese General Chamber of Commerce, a member of the Peace Celebration Committee, and now Chairman of the Prince of Wales Chinese Committee.

As Chairman of the Chinese Chamber of Commerce, Mr. Lau Chu-pak was in close touch with the seamen's strike negotiations and naturally became very unpopular in consequence with a section of the Chinese community. The remarks he made at the To Yuen tea party on Monday afternoon in honour of Mr. Ho Kom-tong who has retired, also after a long public career in the Colony, reflected the feeling of bitterness this hostile attitude of his own people had caused him. "Nowadays," he said, "there is no distinction between truth and falsehood, right and wrong. No matter how hard one has striven for the good of the Chinese community, one's efforts are, by many not only unappreciated but generally adversely criticised, if not actually regarded as an offence."

The late Mr. Lau took a very prominent part in the welcome which the Chinese community gave to the Prince of Wales during H.R.H.'s recent visit to Hongkong. He presented the Chinese address to the Prince and occupied the chair at the Chinese banquet given in H.R.H.'s honour at the Tai Ping Theatre.

THE FUNERAL.

The date of the funeral has not yet been fixed, as one of his sons is absent from the Colony. He has been buried in Hongkong, but he will probably be buried at his paternal home in Peng Wu, in Chinese territory, where his wife and father were buried.

WHAT AWAITS WU?

A MUTINIOUS ARMY?

A remark of Hsieh's to an interviewer, which bore upon Wu Pei-fu's situation and prospects, was suggestive. He conceded that tactically Wu Pei-fu was invincible in his present position if he kept his forces together. "But," said he, "suppose that his soldiers will not fight for him?"

He made this remark with a complacent smile and the interviewer remembered that there is a railway worker's union on the Kin-Han railway and that Hsieh Yin-po is in touch with it.

TYPHOON WARNING.

The telegram quoted below was received by the local American Consulate General, from the Manila Observatory at 3.15 p.m. May 3, 1922. Typhoon in about 145 deg. Long. E. and 10 deg. Lat. N. direction unknown.

NOW IS THE TIME.

For rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and swelling. For sale by all Chemists and Storekeepers.

FIGHTING IN THE NORTH.

YESTERDAY'S HEAVY ENGAGEMENTS.

NUMEROUS CASUALTIES REPORTED.

TIENTSIN, May 2.

Undoubtedly there was considerable fighting yesterday not very far south of Fengtai and Laofa, but this morning's train from Peking arrived fairly punctually.

The passengers report that there was no fighting to-day. The Fengtien forces are occupying the railway. There is no sign of the Chihli troops near them.

Fengtien reinforcements are continuing to be sent to Machang this morning from Chungliangchen.

AFTER THE LULL.

PEKING, May 2.

After the lull this morning fighting was resumed at Changsintien, principally with machine guns and rifles, the Chihli forces attacking. Early this afternoon the Fengtien forces were handicapped by a shortage of ammunition, but supplies were quickly brought from Fengtai, after which the Chihli troops made no headway.

Late this afternoon they retired towards Lidiou. The fighting throughout was very heavy, and the casualties were numerous.

The Chihli forces gallantly strove to turn both flanks. There was also brisk fighting on the bank of the Hunho, towards which General Chang-Fu-lai drove the Fengtien troops from Kuan. Changsintien station was crowded this afternoon with wounded Fengtien troops, while numerous others reached Fengtai and several truckloads arrived at Chienmen.

TWO GENERALS KILLED.

No details are obtainable regarding the Chihli losses. It is reported that the Chihli General Tung Cheng-kun and the Fengtien General Liang Hou-tung were killed, and that General Tan Feng, Commandant of the Fengtien Sixteen Division, was wounded.

The strain of the heavy fighting is said to be telling on the Fengtien forces, while Chihli is sending fresh troops to the field daily. Further desperate efforts by the Chihli forces to take Changsintien are expected to-morrow.

JAPANESE DESTROYERS.

Tokyo, May 2.

Three Japanese destroyers last night left Port Arthur for Tientsin.—*Reuter's Pacific Service.*

BRITISH VICE-CONSUL WOUNDED.

Peking, May 2.

There is a lull at Changsintien this afternoon, and the position there is similar to that on Sunday.

Mr. E. S. Bennett, British Vice-Consul, observing the position of the Fengtien forces during the lull, received a scalp wound from one of a few bullets fired, but his condition is not serious.

On the middle front the Fengtien troops again took Kuan, the wounded from which state that there was heavy fighting during the last three days, often at close quarters; the tide of battle continually changing until Fengtien reinforcements turned the scale.

The fighting in the region of Kuan seems to have been of a higher quality than elsewhere.

ARMISTICE RUMOUR.

PEKING, May 2.

The Government's efforts to effect a compromise have given rise to unjustified rumours that the lull precedes an armistice.

Fighting continued without intermission at Changsintien and on the bank of the Hunho northward of Kuan, but so far without any material advantage.

According to reports from foreign observers on the Chihli side, General Wu Pei-fu was recently directing operations at Changsintien "endeavouring to get good fighting out of General Tiao Kuei's poor troops," pending the arrival of General Feng Yu-hsiang's forces, which began to reach Peking on the 1st inst.

The reports assert that General Wu Pei-fu's own troops did not participate at Changsintien. This may explain the indecisive character of the Chihli attacks, which resembled the German frontal methods without supports, and which made the Germans effective.

While no fault can be found with the courage of the troops, who freely faced heavy casualties, the foreign military experts point out that a determined attack pressed home or in counter-attacking at the night moment might have changed the whole position at Changsintien in one day. The heavy bombardments depleted the gun ammunition, and the fighting is now mainly done by machine guns and rifles.—*Reuter's Pacific Service.*

LATEST SHIPPING NEWS.

ARRIVALS.

Alcinous, (B. & S.) from Bremen, Singapore.—Holt's Wharf.
St. Albans, (E. & A. S.) from Yokohama, Moji.—A.I.
Nam Sang, (J. M. & Co.) from Calcutta, Singapore.—Koon Wharf.
Hydrangee, (Chin On) for Swatow. Co's Wharf.

Lake Onawa, (Admiral Line) from Saigon.—C20.
Simferopol, (B. V. Fleet.) from Bangkok.—B22.
Van Cloon, (J. C. J. L.) from Deli, Singapore.—K Wharf.
Pasat, (K. Nguan Seng) from Bangkok.—B13.
Havo, (Dodwell) from New Orleans, Balboa.—B24.

Yeboshi Maru, (N.Y.K.) from Yokohama, Moji.—Kowloon Wharf.
Mogami Maru, (M.B.K.) from Wakamatsu.—Wanchai.
So-tsu Maru, (O.S.K.) from Canton.—A52.
Taise Maru, (Yan Fat) from Kwangchow-wan, Macao.—Co's Wharf.
Chenglee, (Tee Tai Hong) from Cheloo.—C4.

Hoi Ping, (Huanglee) from Dairen.—B55.
Kwangtak, (C.M.S.N.) from Canton.—C45.
Kueichow, (B. & S.) for Canton.—May 2.
Hupch, (B. and S.) for Canton.—May 3.

Orestes, (F. and S.) for Liverpool, Manila.—May 3.
Georgii, (B. V. Fleet.) for Bangkok Swatow.—May 3.
Wing Sang, (J. M. & Co.) for Bangkok, Swatow.—May 3.
Poo Lee, (Hung Shun) for Kwongchow-wan.—May 3.
Amberst, (On F.T.) for Kwongchow-wan.—May 3.
Deana Dollar, (R. Dollar) for New York, Manila.—May 3.

Fushimi Maru, (N.Y.K.) for Yokohama, Keelung.—May 3.
Japan, (B.I.S.N.) for Calcutta, Singapore.—May 3.

Devawongsa, (Yuen Seng Fat) for Saigon.—May 4.
Hok Canton, (Wo Hing) for Kwongchow-wan.—May 4.
Hydrangee, (Chin On) for Swatow.—May 4.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

BEGINNING from the first SUNDAY of May, the 7th inst., the order of Masses at the CATHOLIC CATHEDRAL on SUNDAYS and Holydays of obligation will be changed as follows:
5.45 a.m. First Mass
7.30 a.m. Second Mass with Sermon in Chinese.
8.30 a.m. Third Mass with Sermon in Portuguese.
10.15 a.m. Fourth Mass with Sermon in English.
—Hongkong, May 3, 1922.

DANCING.

PALACE HOTEL, KOWLOON.
Saturday, 8th May.
The Jazz Band of the "Korea Maru" will play at the above Hotel on SATURDAY, 8th from 7.30 p.m. Dancing 9 p.m.
—Hongkong, May 3, 1922.

OFFICE THE SINGAPORE BUILDING & WORKS 4, QUEEN'S ST. CHINA EASTERN SUPPLY CO. SHIP FURNISHERS, PAINTERS AND POLISHERS. DIRECT LEE Representative. TELEPHONE

CAUSE OF DESPONDENCY. Despondency is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Storekeepers.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

PARTICULARS AND Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 8th day of May, 1922, at 3 p.m. at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of CROWN LAND at Toklam Road in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of Lots.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Fms.	Area in Sq. Rds.	Area in Sq. M.	Area in Sq. C.	Area in Sq. F.
1	At Toklam Road, New Territories.	Approx. 200 ft. by 200 ft.	0.0022	220	220	220	220	220	220
Intending Lessees may view the Lot at the Office of the Surveyor of Lands, at the Public Works Department, at any time between 10 a.m. and 4 p.m.									

PUBLIC AUCTIONS.

THE "Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), ON

SATURDAY, May 6, 1922, at 11.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, Four Cases Cambric Swiss Embroidery, Malinal Edging and Black Lace. Terms:—Cash.

HUGHES & HOUGH, Auctioneers. Hongkong, May 3, 1922.

(FOR ACCOUNT OF THE CONCERNED), ON

MONDAY, May 8, 1922, at 11 a.m., Godown No. 57, Hongkong and Kowloon Godown 5 Cases Window Glass, Various Sizes. Terms:—Cash on delivery.

HUGHES & HOUGH, Auctioneers. Hongkong, May 3, 1922.

(FOR ACCOUNT OF THE CONCERNED), ON

TUESDAY, May 9, 1922, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, A Consignment of WHITE GOODS.

Comprising:—Ladies' and Gent's Handkerchiefs, Damask Table Cloths 60 and 63 inches wide, Serviettes, Turkish & Huckaback Towels, Bed Quilts, Bed Valances, Bedspreads, Pillow Cases, Cotton Calico, Dollies, Tray and Glass Cloths, Sheetings 72 & 90 inches wide, Bed Sheets, &c., &c. (Full Particulars from Catalogue). Terms:—Cash on delivery.

HUGHES & HOUGH, Auctioneers. Hongkong, May 3, 1922.

(for account of the concerned) ON

TUESDAY, May 9, 1922, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c.

Comprising:—Dining Suites, Chesterfield Sofas, Arm-chairs (new), Card and Occasional Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., (Turned Teakwood), Sideboards, Dinner Wagons, Dinner Services, Crockery, & Glass Ware, Cooking Stoves, Cutlery, &c., Electro-plated Ware, Electric Reading Lamps, Screens, Sundry Blackwood Furniture, Chairs, Cabinets, Pictures, &c. Also 1 Piano by Broadwood, and 1 Harmonium. 1 Complete Suite Stained Teak Dining Room Furniture. Terms:—Cash on delivery.

HUGHES & HOUGH, Auctioneers. Hongkong, May 3, 1922.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICES.

TENNIS BALLS

FOR

HARD OR GRASS COURTS

EX S.S.

"DONGOLA"



EX S.S.

"DONGOLA"

DAVIS'S, AYRE'S, SPALDING'S
SPORTS DEPT.

LANE, CRAWFORD LTD.

COLUMBIA GRAFONOLAS

NEW STOCK JUST ARRIVED

AT

ANDERSON'S

THE BLUE BIRD

New Premises at 16A, Des Voeux Road Central
(Formerly occupied by Mackintosh.)

Come and visit Hongkong's new Ice-cream and Candy Palace.
Make the Blue Bird Cafe your rendezvous and meet over a nice Ice-cream Sandy.

Have you tasted our Steaming Hot Coffee, or Hot Malted Milk?—If not, it is time you should.

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"KING GEORGE IV." WHISKY.

THE TOP NOTCH OF SCOTCH.

RIPE IN YEARS.

RARE IN QUALITY.

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HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 5 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE

Sailings:—To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—Daily at 5 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at this Company's Office, 41 Des Vieux Road Central, Messrs. Thos. Cook & Son, or the American Express Company, Hongkong.

DODWELL & COMPANY, LTD.

NEW YORK BERTH

FOR NEW YORK AND BOSTON
Via SUEZ.

S.S. "WRAY CASTLE".....Sailing on or about 15th May.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "TRIESTE".....Sailing early in May.
S.S. "VENETIA".....Sailing on or about 4th June.

FOR BRINDISI, VENICE, AND TRIESTE

S.S. "PERIA".....Sailing on or about 12th May.
S.S. "TRIESTE".....Sailing end of May.
S.S. "VENETIA".....2nd half of June.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service

FROM CALCUTTA TO

SOUTH AFRICAN PORTS

S.S. "UMONA".....Sailing about the end of April.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SEIOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP & HAMBURG, MARSEILLES—Monthly direct service via Singapore and Port Said.

ALPS MARU.....Thursday, 18th May

BURNOS AIRES—Rio de Janeiro, Santos, Dakar & Cape Town via Saigon and Singapore. Passenger Service.

SEATTLE MARU.....Thursday, 18th May

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

MALAY MARU.....Thursday, 18th May

DELA & BANGKOK—via SINGAPORE & SINGAPORE—Regular Monthly Passenger Service.

BUSHO MARU.....Thursday, 4th May

CALCUTTA—Fortnightly service via Singapore, Penang and Bangkok.

SEIKAI MARU.....Thursday, 18th May

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan—Taking cargo to OVERLAND PORTS U.S.A. Canada.

ARIZONA MARU (omit. Shanghai).....Friday, 5th May

MAKILA MARU.....Friday, 5th May

NEW YORK—via PANAMA.....Friday, 5th May

NEW ORLEANS—via SUEZ.....Friday, 5th May

CELESTES MARU.....Tuesday, 16th May

JAPAN PORTS—Kobe & Yokohama via Shanghai.

ATLAS MARU.....Thursday, 11th May

WRELUING via SWATOW & AMOY.

ANAKUSA MARU.....Sunday, 7th May

AKAO via SWATOW & AMOY.

SORHU MARU.....Thursday, 4th May

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

S.S. "KARRO".....via Suez Canal.....10th May.

S.S. "BERGHOFF".....via Suez Canal.....10th May.

S.S. "FRYADES".....via Suez Canal.....10th May.

S.S. "DEUCALION".....via Suez Canal.....10th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' discretion.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG & CANTON

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S.S. "NANKING" May 30th. S.S. "CHINA" July 6th.

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HAICHING.....Capt. J. S. Thomson.....FRIDAY, 5th May at 1 p.m.
HAICHONG.....Capt. W. C. Passmore.....THURSDAY, 11th May at 1 p.m.

SWATOW.

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OUTWARDS.

HOMEWARD.

S.S. "CITY OF CALCUTTA".....5th May {Marseilles, London, Dunkirk, and Antwerp.

S.S. "CITY OF PEKIN".....18th May {London, Dunkirk, Rotterdam and Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

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Or to REIMS & Co., Canton

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FOR	STEAMERS	TO	DATE
SWATOW AND BANGKOK	SWANOW	To-morrow	4 p.m.
AMOY, SHANGHAI AND TIENTSIN	SUNLAW	May 4th	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	KITCHEW	May 5th	4 p.m.
SWATOW AND SHANGHAI	SOCROW	May 5th	4 p.m.
SWATOW, SHANGHAI AND TIENTSIN	LUCHOW	May 6th	4 p.m.
SHANGHAI	KATCOW	May 6th	4 p.m.
FAHSHI & HAIPHONG	KATCOW	May 6th	4 p.m.
SWATOW AND BANGKOK	KITCHEW	May 10th	11 a.m.
SWATOW AND SINGAPORE	KITCHEW	May 11th	11 a.m.
CHEFOO AND NEWCAWANG	CHIEH	May 10th	4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Accommodates saloon, accommodation amidships. Electric Fans in Saloon and State rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"Dewey".....Due Hongkong 12th May.
Leave Hongkong 15th May.

"West Prospect".....Due Hongkong 11th June.
Leave Hongkong 13th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, SOURABAYA, SAMARANG AND BATAVIA.

"West Crow".....Due Hongkong In port.
Leave Hongkong 21st May.

"West Farn".....Due Hongkong 24th May.
Leave Hongkong 26th May.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO—

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M.V. "MUSSTERLAND".....Lading about 10th May 1922

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EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

JAPAN'S MORPHINE IMPORTS.

Geneva, May 1st. Fuller reports by mail from the League of Nations Opium Conference at Geneva show that Sir John Jordan congratulated Japan on the frankness and honesty of the figures regarding morphine imports, which she has given to the commission. He asked what had happened to over 45,000 pounds of morphine imported into Japan in 1920, in addition to the 7,533 pounds manufactured in Japan and the 5,015 pounds produced in Formosa.

The Japanese representative frankly declared that much was undoubtedly illicitly smuggled into China, but said that new and very thorough legislation, followed by strict administrative action, is being enforced by Japan. The diminution and complete control of the traffic were being attempted by Japan in an honest effort to do her duty as a signatory to the Hague Convention.

Sir John Jordan declared that morphine captured in China bore labels from London, America and Japan. The commission recognized that America and Britain had also signed against China by exporting morphine, which was transhipped at Kobe outside the Japanese Customs, and smuggled into China, but new legislation in Britain and the United States, fitting into this Japanese system, must rapidly reduce the supplies.

Strong criticism was expressed against Switzerland, both in regard to standing outside the commission, and being the largest exporter of opium in the world: exporting over 2,000 pounds in 1920 and in addition 4,883 pounds of morphine to Japan.

IRISH BANK.

London, May 1st.

The Anti-Treaty irregulars yesterday raided fourteen branches of the Bank of Ireland in various parts of Ireland and took £30,000, giving receipts. The banks concerned are insured with English companies.

The railway line in Tipperary have been torn up, bridges destroyed and telegraphs cut. A Manifesto jointly signed by the leaders of the pro-Treaty and anti-Treaty forces, including Mr. Collins and three members of the Rebel Executive, has been issued, appealing for an all-round closing of the ranks in order to avert the calamity of conflict and advising the unification of forces, based on the acceptance of the fact that the majority of the people are willing to accept the Treaty and an election with the view of forming a Government having the confidence of the whole country.

GENOA.

Genoa, May 1st.

Japan has asked to be included in the scope of the Economic Commission's resolutions, and to participate in the world economic reconstruction. The draft clauses of the Note to the Russians have been completed and will be presented this afternoon.

The Mixed arbitral Commission presided over by a nominee of the President of the United States Supreme Court, will adjudicate on all matters relating to Foreign bondholders, and compensation for private property. In the event of failure an effort will be made to reach a direct agreement.

OPIUM COMMISSION.

London, May 1st.

Mr. Chao Hain-chu has returned to London from Geneva.

BUDGET CRITICISED

London, May 1st.

The Financial Budget has been greeted with a certain amount of satisfaction by the morning papers, which, however, are far from enthusiastic, and freely voice criticisms. They all point out that Sir Robert Horne's statement did not contain any surprises, and it is declared that concessions to the taxpayers are not made out of a real surplus, but by partly suspending the Sinking Fund and partly by borrowing. This is declared in some quarters to be unsound finance, as it leaves the country's capital responsibilities to take care of themselves.

The Government's failure to effect real economies is emphasised. It is suggested that the Budget is framed on the "Mistake" practice, and after the taxpayers' sacrifice, it is declared in some quarters to be unsound finance, as it leaves the country's capital responsibilities to take care of themselves.

The Government's failure to effect real economies is emphasised. It is suggested that the Budget is framed on the "Mistake" practice, and after the taxpayers' sacrifice, it is declared in some quarters to be unsound finance, as it leaves the country's capital responsibilities to take care of themselves.

CHINA'S WAR

Tientsin, May 2nd.

General Chang Tso-lin was yesterday afternoon reinforcements to the front. The North China Star's special correspondent returned last night from Machang. He reports that yesterday the Fengtien forces were held up on the territory west of Puteho, but they still held the bridge-heads there.

London, May 1st. The Westminster Gazette Washington correspondent thinks the despatch of the United States warships to North China ports, and the reinforcement of the slender United States force in North China reveal that a belief is held that the political disintegration of the Peking Government is proceeding rapidly. No proofs are advanced, but it is said in Washington with increasing frequency and emphasis that all these distressing developments spring from Japanese intrigues.

JAPAN AND THE FAR EASTERN REPUBLIC.

London, May 1st.

In the House of Commons, Mr. Ammon (the newly-elected Labour candidate) drew attention to what he described as the Japanese offensive against the Far Eastern Republic and declared that this did not conform to the Japanese promise at the Washington Conference to withdraw troops. He asked what protest the Government intended. Mr. J. Parker replied that the Government did not propose to take any action.

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S. S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	5th May at Noon	Singapore, Penang, Colombo and Bombay.
"PLASSY"	7,346	10th May at Noon	MARSEILLES, LONDON & A'Werp.
"DONGOLA"	8,000	24th May at Noon	do.
"SICILIA"	8,700	4th June	Singapore, Colombo & Bombay.
"KEYBER"	8,700	7th June	MARSEILLES, LONDON & A'Werp.
"DELTA"	8,100	21st June	do.
"SOUTDA"	7,000	1st July	Singapore, Colombo & Bombay.
"KASHMIR"	9,000	15th July	MARSEILLES, LONDON & A'Werp.
"KARNATA"	8,000	19th July	do.
"KASGAR"	8,300	2nd Aug.	do.

BRITISH INDIA-APCAR SAILINGS (South)			
"EURYALUS"	3,570	6th May. at 1 p.m.	Singapore via Amoy.
"JANUS"	4,594	7th May at 1 p.m.	Calcutta via Singapore and Penang.

EASTERN & AUSTRALIAN SAILINGS (South)				
"ST. ALBANS"	5,000	5th May at 10 a.m.	Manila, Cairns, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.	

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SAILINGS TO SPANGHAI & JAPAN			
"EASTERN"	3,585	6th May	Kobe and Yokohama.
"KEYBER"	9,000	7th May	Shanghai and Japan.
		at Noon.	"
"SICILIA"	6,700	24th May	Shanghai only.

All dates are approximate and subject to alteration without notice.
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STEAMERS	TONS	LEAVE HONGKONG
TOKYO MARU	22,000	May 6th
KOREA MARU	22,000	May 13th
SHINYO MARU	22,000	May 20th
PERIA MARU	22,000	May 27th
TAIYU MARU	22,000	June 3rd
SIBERIA MARU	22,000	June 10th

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SAN PEDRO DE MACORIS, BALBOA, CALLAO, MOLLENDO,
LIMA, A&B, LIOQUE.

STEAMERS	TONS	LEAVE HONGKONG
SHIYO MARU	14,000	May 20th
RAKYO MARU	14,000	June 24th
GINYO MARU	14,000	Aug. 27th

For full information regarding passengers freight and cargo, apply to—
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Agents at Canton; Messrs. T. E. GRIFFITH LTD.

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Local Address:—Hongkong Hotel Building,
HONGKONG.

Telegraphic Address:—"COUPON." Telephone 524-5.

CHINA COAST.

LATEST CHANGES.

Captain J. Oudney, of the "Hain Peking," is on leave. Captain R. Monkman, from reserve, has gone master, "Hain Peking."

Mr. R. H. Histed, sup'y second officer, "Wanhien," has gone sup'y second officer, "Luanyi."

Mr. C. E. R. Nyberg, from leave, has gone second officer, "Luanyi."

Captain G. D. S. Mills, of the "Wanhien," is on reserve. Captain R. T. Olsen has been appointed master, "Wanhien."

Captain A. R. McEachran, of the "Ningpo," is on leave. Captain D. T. James, from reserve, has gone master, "Ningpo."

Captain R. H. G. Ashby, from reserve, has gone master, "Shansi."

Captain R. F. Mitchell, of the "Liangchow," has gone master, "Tea." Captain W. McDonald, of the "Tea," is on reserve.

Captain G. P. McAdam, from reserve, has gone master, "Liangchow."

Mr. A. H. Bathurst, chief officer, "Liangchow," is on reserve.

Mr. A. H. Bolderson, from reserve, has gone chief officer, "Liangchow."

Mr. A. G. McKinnon, second officer, "Chusan," is deceased.

Mr. D. Warden, chief engineer, "Tatung," has gone chief engineer, "Fengtien."

Mr. J. Cameron, chief engineer, "Fengtien," has gone chief engineer, "Tatung."

Mr. J. Work, second engineer, "Kwangse," is on reserve.

Mr. D. M. Stewart, acting second engineer, "Luanyi," has gone second engineer, "Kwangse."

Mr. W. J. Belcher, from reserve, has gone third engineer, "Yunnan."

Mr. H. M. Hall, chief engineer, "Wenchow," has gone chief engineer, "Suiyang."

Mr. P. Bell, acting chief engineer, "Suiyang," has gone second engineer, same ship.

Mr. J. V. King, acting second engineer, "Suiyang," has gone third engineer, same ship.

Mr. A. Hamilton, chief engineer, "Liangchow," has gone chief engineer, "Wenchow."

Mr. J. W. Dinnan, sup'y chief engineer, "Fengtien," has gone chief engineer, "Liangchow."

Mr. J. Baxter, from leave, has gone chief engineer, "Chekiang."

Mr. R. H. Kingswood, third engineer, "Shanghai," is on reserve.

Mr. J. Agnew, third engineer, "Wenchow," has gone third engineer, "Shanghai."

Mr. J. L. Crickhanks, from reserve, has gone acting second engineer, "Wenchow."

Mr. J. Reay, third engineer, "Wenchow," has gone third engineer, "Fookchow."

Mr. H. Thomson, chief engineer, "Chusan," is on reserve.

Mr. J. P. J. Maher, from reserve, has gone chief engineer, "Chusan."

Mr. P. H. Toad, third engineer, "Kashang," is on reserve.

Mr. A. Buchanan, chief engineer, "Liangchow," is on reserve.

Mr. R. K. Burns, second engineer, "Liangchow," has gone acting chief engineer, same ship.

Mr. E. Meldrum, third engineer, "Tungchow," has gone acting second engineer, same ship.

Mr. M. G. Sinclair, from reserve, has gone third engineer, "Tungchow."

Mr. D. Campbell, from reserve, has gone sup'y second officer, "Luanyi."

Mr. R. Tully, chief officer, "Loongwo," has gone chief officer, "Tuckwo."

Mr. J. E. Harvey, acting chief officer, "Tuckwo," has gone second officer, same ship.

Captain S. Findeison, from leave, has gone master, "Tuckwo."

Mr. M. Dowson, acting master, "Tuckwo," has gone chief officer, "Loongwo."

Mr. D. G. Burleigh, sup'y chief officer, "Hopang," has gone chief officer, "Tungshing."

Mr. G. E. Vaughan, chief officer, "Tungshing," is on reserve.

Mr. G. Bolam, has been appointed sup'y second officer, "Tungshing."

Mr. J. E. Levine, has been appointed sup'y second officer, "Kungwo."

Mr. T. Macfarlane, from leave, has gone sup'y second officer, "Fausang."

Mr. E. M. Patterson, chief officer, "Koonshing," has gone chief officer, "Washing."

Mr. J. M. Sturgeon, chief officer, "Washing," has gone chief officer, "Koonshing."

Mr. A. J. Begley, chief engineer, "Koonshing," has gone chief engineer, "Tuckwo."

P. & O. S. N. CO.

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Through Bills of Lading issued for Bateria, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about FRIDAY, 5th May, 1922, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.
Agents.
Hongkong, April 28, 1922.

PORT.

YESTERDAY'S TENNIS.

Only one match in connection with the H.K.C.C. Lawn Tennis Tournament, was played off yesterday afternoon, when F. A. Redmond and M. H. Roffey (1/6) beat M. E. F. Airey and R. B. Morton (15/1), 6-4, 6-3, in the Handicap Doubles.

After this match, an interesting "friendly" was played between the Hancock brothers, holders of the Doubles Championship of the Colony, and J. B. Penman and Wong Po-keung. The match attracted a large gathering of spectators. The Hancock won the first two sets in grand style, but Penman and Wong started in the third and won it on their merits after a very stiff struggle.

The thunder shower which came on after this prevented the match being finished. The Hancock were in good form, and should give Ng Sze-kwong and W. Lock a very hard game when they meet in the Challenge Round for the Championship of the Colony.

TODAY'S MATCH.
This afternoon Ng Sze-kwong, holder of the Singles Championship, and M. W. Lo meet in the Challenge Round on the Sand Court commencing at 4.30 p.m.

BILLIARDS.
PALACE HOTEL HANDICAP.

Playing in the Palace Hotel Handicap last night W. B. Haslett (—100) defeated A. Greenett (scr.) 250-180. Haslett's best breaks were 51 and 25 and Greenett's 15 and 13.

A very fine game was witnessed between A. Gourley (—150) and A. G. Fife (—200), the former securing the verdict by 20 points. The final scores were Gourley 250, Fife 230. Both players scored at a fast rate, the winner contributing breaks of 36, 35, 22, 15 (twice) and 14. Fife's best efforts were 35, 30, 22, 17, 16 (twice) and 14.

Only one game is down for decision to-night, F. E. Silva (—250) meeting J. Fraser (—125) at 9 p.m.

Mr. J. A. Black acting chief engineer, "Tuckwo," has gone second engineer, same ship.

Mr. W. T. Bould acting second engineer, "Tuckwo," has gone third engineer, "Loongwo."

Mr. W. M. Adam, third engineer, "Loongwo," is on leave.

Mr. E. Scott, from reserve, has gone chief engineer, "Koonshing."

Mr. A. Connel, from leave, has gone sup'y third engineer, "Loongwo."

Mr. N. Saharoff, second officer, "Kiangyu," has gone second officer, "Tungwah."

Mr. D. Vafidis, second officer, "Tungwah," has gone second officer, "Kwangshah."

Mr. T. Roberts, second officer, "Kiangshin," has gone second officer, "Hacan."

Mr. S. Robertson, second officer, "Kiangshin," has gone second officer, "Hacan."

Mr. J. Lang, from leave, has gone second engineer, "Kiangshin."

Mr. J. A. Black acting chief engineer, "Tuckwo," has gone second engineer, same ship.

Mr. W. T. Bould acting second engineer, "Tuckwo," has gone third engineer, "Loongwo."

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Mr. T. Roberts, second officer, "Kiangshin," has gone second officer, "Hacan."

Mr. S. Robertson, second officer, "Kiangshin," has gone second officer, "Hacan."

Mr. J. Lang, from leave, has gone second engineer, "Kiangshin."

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

"KOREA MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, & SHANGHAI.

The above named Steamer having arrived on Monday, 1st May, 1922, consignees of cargo are hereby notified to present their Bills of Lading for counter-signature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Monday, 8th May, 1922.

All broken, chafed and damaged packages will be examined on Monday, 8th May, 1922, at 10 a.m.

No claims will be recognized after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,
Manager.
Hongkong, May 1, 1922.

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

S.S. "TOTTORI MARU"

Consignees of Cargo by the above steamer are hereby notified that the whole of the same has been returned from Shanghai by S.S. "AKITA MARU" on the 30th April, and these Goods will be landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, May 1, 1922.

NOTICE TO CONSIGNEES.

THE KERR STEAMSHIP CO. INC.

THE Steamship

"BLOSSOM HEATH"

having arrived from New York via ports on Tuesday 2nd May, consignees are hereby notified that their cargo is being landed into the Godowns of Hongkong and Kowloon Wharf and Godown Co. and stored at their risk.

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All broken, chafed and damaged cargo is to be left in the Godown where the examination will be held on the 9th May at 11 a.m.

All claims must be presented within thirty days of the steamer's arrival here, after which they will not be recognized.

No claims will be recognized after the Goods have left the Godown and cargo undelivered on or before the 9th May will be subject to rent.

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HAMBURG via DUNKIRK, LONDON & ROTTERDAM.
TOTTORI MARU ... Friday, 5th May.
LIVERPOOL via MARSEILLES & VAL-NOIA.
TATSUNO MARU ... Sunday, 4th June

SYDNEY & MELBOURNE via Manila &c.
AKI MARU ... Tuesday, 18th May at 11 a.m.
TANGO MARU ... Tuesday, 30th June at 11 a.m.
NEW YORK via PANAMA.

LISBON MARU ... Friday, 5th May.
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RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape KAWACHI MARU ... Beginning of June.

BOMBAY via Singapore, Penang & Colombo.
YEROSHI MARU (omitting Penang) ... Thursday, 4th May
CALCUTTA via Rangoon.
AKITA MARU ... Saturday, 6th May

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Friday, 19th May at 11 a.m.
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MISHIMA MARU ... Thursday, 11th May at 11 a.m.
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HONGKONG HARBOUR. PAST, PRESENT AND FUTURE.

The following article written by Captain Basil Taylor, R.N., formerly Harbour Master at Hongkong, is reprinted from *The Suez and Shipping* (London):—

As I have said, the shipping interest was quick to realize the advantages of the port of Hongkong, but the authorities are credited with having failed to do so, and to have only yielded to pressure in the end. My own opinion is that Captain Elliot's opposition to the use of the harbour was due to other causes, as I have already indicated. That the authorities concerned fully appreciated the extraordinary value of their new harbour is proved by the fact that they appointed a naval officer as harbour master in 1841, before the Treaty of Nanking, under which Hongkong became British, had even been drafted.

At the time of the cession of Hongkong to us, all vessels trading to the Far East were sailing-ships. They were small in tonnage and few in number, and the trade they conducted was in its infancy. But it was a healthy child, with excellent prospects now extant, those giving the figures for the year 1844 show that in that year 538 ships, aggregating 189,257 tons, entered the port of Hongkong, but because it was a free port, no record is available of the amount, description or value of the cargo carried by these vessels. In 1845 the first steamers appeared, the P. & O. Company having started a mail service, via Egypt, to the East in that year, the mails and passengers being conveyed across the Isthmus of Suez by the Nile canal, and desert between Alexandria and Suez. Since then, sail has gradually disappeared, except junks, while steamers have increased enormously both in numbers and size, until the record of 1913 was reached. In that year the arrivals and departures of trading vessels in the foreign trade of the port totalled 47,620 ships aggregating no less than 25,811,652 net register tons. During the late war the figures declined at Hongkong, as they did elsewhere, but they recovered remarkably after the Armistice. I am able to give a comparison between the three ports, London, Liverpool and Hongkong, for the seven-months ended, October 31, 1918, and 1919, as follows.

London Liverpool Hongkong
1918 6,083,848 7,741,583 9,811,196
1919 10,303,299 9,249,357 12,029,414
For the whole of 1919 the arrivals and departures in the foreign trade of the port of Hongkong amounted to 41,386 ships of 21,072,129 tons. For 1920 the figures were 43,384 ships of 24,194,022 tons.

Prior to the war we had no power to demand, and no machinery to deal with, the details of cargo carried in ships calling at Hongkong, but in 1918 for the first time such figures became available. I am, therefore, able to give the following values, which are for the year 1919:—
Imports to Hongkong . . . 82,693,992
Exports from Hongkong . . . 97,105,784
Total . . . 179,799,776

These figures are, however, not complete, for they do not include certain land-borne goods, principally imports from the Chinese hinterland and a quantity of small junk cargoes carried to and from outlying parts of the Colony. But the excess of exports over imports of nearly fourteen and a half million pounds sterling in value, is real, though surprising. It is accounted for by the fact that in recent years local manufactures and industries have greatly increased, and the difference between the values of imports and exports is the difference between the values of the imported raw materials and the exported manufactured articles.

Hongkong is the home port of a large fleet of coasting and river steamers. The former trade along the coasts of the China and Yellow Seas as far as Japan and Siam and

the Philippine Islands, though the last run is now almost entirely monopolized by vessels under the United States flag. Formerly used to be served by the ships of the Douglas Steamship Company, a local British line of small steamers, but the Japanese have succeeded in ousting them from the run, and they are now restricted to the Southern Chinese ports. The principal British coasters are those belonging to the China Navigation Company, and the Indo-China S.N. Company both of which have large fleets. The latter include British Indian ports in the itinerary of some of their larger ships. Before the war they had a competitor in the coasting fleet of the Norddeutscher Lloyd Company, formerly the old Scottish Oriental Company's fleet, but—these disappeared in August 1914, and have not since emerged from their enforced retirement. The river steamers, running to Canton, Macao and the West River ports, from a not inconsiderable portion of the shipping of the port, there, being about ten sailings daily. The great majority of these vessels are British.

Supplies are plentiful and good, though no longer cheap since the American occupation of the Philippine Islands. This is especially the case with fresh provisions, which of late years have soared in price. The water is excellent, and now that the storage reservoir capacity has been placed on a proper basis and enormously increased, the supply is ample at all seasons of the year. Stocks of coal for bunkering are normally well up to demands, and almost any quality and quantity is obtainable at short notice. Chinese, Japanese, Borneo and Australian coals are ordinarily kept in stock in the Colony, for of late years Welsh coal is only imported for the Navy. Though the bunkering facilities are rather primitive, the work is carried out expeditiously by means of native labour and 50-lb. baskets from lighters. About one million tons of bunker coal was shipped on board merchant steamers during 1919. This does not, of course, include oil fuel, of which large and increasing quantities are supplied by the various oil companies represented in the Colony.

Hongkong is well provided with establishments for shipbuilding and repairing, dry-docking, etc. The management and the leading skilled artisans are in most cases European, but the great majority of the workmen are Chinese, who often become most efficient engineers, though generally incapable of initiative or of responsibility for departure from routine, or "rule of thumb." The result is that in the larger firms there is considerably more overseeing required than in similar establishments at home. It is only fair to add that the essentially Chinese firms, which employ no Europeans in any capacity, turn out quite good work at a cost considerably below that charged by their European managed competitors.

The two leading firms are the Hongkong and Whampoa Dock Company, and the Taikoo Dockyard and Engineering Company. Of these, the former is of old standing, and, as their title implies, originally had a branch at Whampoa. Their principal works are at Hungshom, where dry docks, slipways for smaller craft, building ships, foundries, very complete construction and repair shops, etc., are kept up to date. On the west side of the same peninsula, at Mong-ko-ku-trui, is the Cosmopolitan Dock, with dry dock, repair shops, boat-building slips, etc., while on the south side of the Island of Hongkong, at Aberdeen, are two more dry docks, now seldom used. During and since the war this firm has built and engaged in the construction of several tankers for the Anglo-Saxon Petroleum Company. For many years they have produced smaller ships, steam and motor launches, tugs, lighters, etc., of wood, iron and steel. During the

HONGKONG'S HEALTH. LAST WEEK'S EIGHTY-FIVE PLAGUE CASES.

Eighteen cases of plague (bubonic) were notified yesterday, also one case of small pox. All were Chinese. Last week 85 cases of plague (50 fatal and one imported) were reported, also all Chinese.

The following cases were also reported last week:—nine of small pox (six fatal), one Indian and eight Chinese; nine of enteric fever (one fatal), four Chinese, two British, two Japanese, and one Indian; two of influenza (both fatal), Chinese; one of paratyphoid fever, Chinese.

BEATEN FOR AN HOUR.

MUI-TSAI'S CHARGE AGAINST
CHINESE LADY.

A Chinese lady named Yip Sze, a visitor from Canton living with relatives at No. 25A, Caine Road, was before Magistrate Fraser this morning charged with having ill-treated a 14-year old maid-servant.

The girl said that on Monday night she was made to kneel down and was beaten for an hour by the defendant with a feather duster, because the latter alleged she had not attended her property. She was beaten on the arms and legs, and the feather duster was split in the process. The next morning she ran away from the house and reported the matter at the Central Police Station.

The girl exhibited to the Magistrate an arm covered with bruises from elbow to wrist. Inspector Patterson said that he counted 23 bruises on the girl's right thigh, and there were quite a number of welts on the arms and other leg. The case was remanded until to-morrow morning for hearing.

past eighteen months the general slump in shipping and shipbuilding has affected Hongkong, as it has every other part of the world.

The Taikoo Dockyard and Engineering Company was established within the past 15 years by Messrs. Butterfield and Swire (representing the "Blue Funnel" Line) to deal with their own ships, which include the China Navigation Company's fleet, and, before the war, also included the coasters of the N.D.L. (formerly the Scottish Oriental Company's). Their extensive works are situated on the north shore of the island, just inside Lyceum, and adjoining the same firm's large sugar refinery. Here is a dry dock capable of accommodating any vessel ever likely to visit the port, besides slipways on which to haul up smaller ships, and building slips. The shops contain a very complete and modern plant for all purposes. "Taikoo Dock," as they are familiarly called, have, like their older rival, built and engaged ocean vessels, including "standard" steamers and others, up to 3,500 net register tons. During past year (1921), they have launched the following from their yard for the China Navigation Company:—the "Changsha," twin-screw, steel, river steamer, of 2,480 tons gross and 1,150 i.h.p.; the "Kwangtung," "Kwangchow" and "Kiating," each of 2,450 tons gross and 1,600 i.h.p.; and the "Kiating," river steamer of 920 tons gross and 3,000 i.h.p. In addition they built for the Ocean Steamship Company two steel tugs—the "Hermes" and the "Aphrodite," each of 88 tons gross and 375 i.h.p. At the present time they have in hand a steel steamer of 7,600 tons gross and 6,500 i.h.p., and a 125-ton tug of 400 i.h.p. Besides the above two firms there are others which undertake repairs and build small craft. Among these I may mention the following:—Messrs Macdonald & Co., Messrs Bailey and Company, Messrs Carmichael & Co. and the Chinese firms of Kwong Hip Loong and Kwong Tack Cheong, all of whom turn out excellent work.

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Hamilton	25.5
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Penticton	25.7
Revelstoke	25.2
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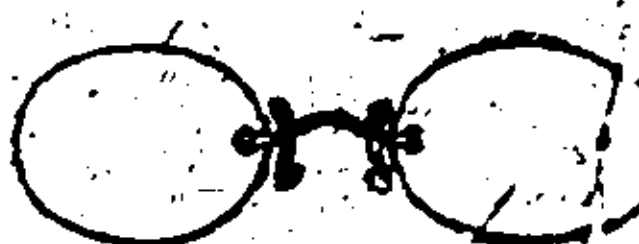
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